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1. For many years Czechoslovak automobile manufacturers sought some understanding which would eliminate certain competitive products and increase the volume of the remaining production while decreasing the unit cost. During the war the so-called Schell plan would have appealed to them if their share in the overall planning had not been so severely curtailed thereby. Since the war "typization"* has become a reality, although its benefits to the manufacturers are doubtful since they are all losing money.

2. In the military sector a similar plan was evolved, which divided the production of various types of military vehicles among existing producers. The Ministry of National Defense, however, was not able to draft a strict production program by the end of 1947, and source doubts that a clearcut production program has been established yet.

3. In 1947 Skoda took the initiative and submitted a proposal for the future production plan. This was as follows:

Type of Vehicle	Manufacturer
Special military trucks, 4- and 6-wheel (4x4, 6x4, 6x6)	Tatra, National Corporation, Koprivnice (unlocated), Moravia
Crawler tractors (full tracks), all types and sizes	CKD (Ceskomoravska Kolben-Danek), Prague (051/L 78)
Half-tracks:	
3 & 5-ton trailed load	Skoda, Pilsen (N50/L 04)
8 & 12-ton trailed load	Tatra, Koprivnice
18-ton trailed load	Skoda and CKD (jointly)
Fighting tanks:	
up to 15 tons	CKD, Prague
16 to 30 tons	Skoda, Pilsen
over 30 tons	Skoda, CKD, Avia (jointly)

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4. Manufacture of the largest tanks was to be divided between Skoda and CKD (Ceskomoravska Kolben-Danek) in view of their already existing production facilities. Avia, a division of the Automobile Works, National Corporation (Automobilove zavody, narodni podnik) in Cakovice (051/L 89) was considered for the production of special large engines for these tanks. This plant was tooled up during the war for the production of Mercedes Benz 1,000 h.p. aeroplane engines, and this equipment was for the most part still in the plant at the end of 1948. CKD has the facilities to produce gears, driving axles, steering equipment, controls, and interior equipment for the tanks. Skoda can produce tracks, bogies, tension pulleys etc., and it also has the necessary shops and heavy cranes for the final assembly.

5. During the war the Skoda plant at Hradec Kralove (051/G 71) tooled up for the production of heavy armored bodies for Henschel-Tiger tanks. Production never got under way, and the few samples made were produced by welding together heavy armored plates furnished by several German steel firms. Drawings of the product and shop equipment are still in the hands of Skoda.

6. Armored bodies for the Czech heavy tanks will probably be produced by Vitkovice (Witkowitz - P50/0 58) Steel Works in Silesia, although the Poldi Works at Kladno (N51/L 59) is also equipped to manufacture this material. This production plan is a temporary one and will be altered as soon as the new tank plant provided for in the five year plan is completed.

7. Smaller engines for military vehicles, up to 200 h.p., are to be mostly of the air-cooled Diesel type and are all to be made by Tatra, even though other plants are producing the same engines which Tatra developed in 1945. The first practical model was a 12 cylinder, 200 h.p., 2,200 r.p.m. motor built into a 10 ton truck, model 111. This truck, of the 6x6 type, was designed for fast transportation on good roads with a maximum speed of 50 miles per hour as well as for light cross-country work. It is now being produced but will be discontinued in favor of a smaller and less expensive vehicle. Toward the end of the war, the Germans planned to use the Tatra 200 h.p. engine in tanks, particularly in a tank destroyer called "555", which was an improved model of the G-13 tank. Model 555 was still on the drawing boards at Alkett in Berlin when the war ended.

8. The Tatra air-cooled Diesel engines have certain drawbacks. They smoke heavily at all loads, primarily because the cylinders are too small for direct injection. The quality of the injection nozzles is also inferior. To overcome smoking at least partially, the engine has been used at a lower power output, about 160 to 170 h.p., which is sufficient power, but at which more fuel is used. Although Tatra planned to produce a full range of engines using the same type cylinders (4, 6, 8, and 12 cylinder engines), only a 4 cylinder 60 h.p. engine was in modest production at the end of 1948. Source states that an entirely new series of engines is now being worked on, starting with an 8 cylinder 180 h.p. engine as the highest unit.

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9. Knowing of the interest of military authorities in the use of air-cooled Diesel engines for all kinds of military vehicles, Skoda put in a bid for production of a 6 cylinder in-line engine of 120 h.p., 2,000 r.p.m., which could be used in one of the Skoda large 6-wheel trucks such as Skoda 6V. This engine was on the testing block at the end of 1947, but it is doubtful that it will be able to compete with the Tatra models in view of Tatra's earlier start in developing this sort of engine.

[redacted] Comment: Apparently specialization by the various manufacturers, each in a certain type or types, is meant.

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